

MAURETANIA SHAKEN HARD

ONE PROPELLER DISABLED AT THE TOP OF THE STORM.

Ship Quivers, Stays Snap and There Is a Half Hour of Wallowing With Engines Stopped—Cabin Full Shows 70 Per Cent. for Taft and Chanler.

What happened to the mighty Cunarder Mauretania in the seas whipped up by the West Indian cyclone in the lane of the liners on Thursday was a matter of dispute among nautical experts and plain passengers who landed yesterday afternoon from the fog and smoke stalled ship. She was lashed by the fiercest seas she has ever met and she came in under only two propellers, the forward starboard screw or wing and the after port screw. Her forward port (wing) screw has not been in commission for several months.

How she was forced on this trip to cut out her after starboard propeller was told yesterday in various ways by passengers. What is certain is that on Thursday afternoon in hurricane weather the big ship fell to quivering as if she had run afoul of something more substantial than sea water. There were a series of fearsome vibrations which, according to William Barclay Parsons, the engineer, seemed like a "giant hammering on the ship's sides." The masts vibrated, Mr. Parsons said, like a trout rod and some of the stays snapped with a noise like pistol shots.

Naturally there was much excitement among her 870 cabin and 550 steerage passengers, who were still further agitated when the liner stopped to look into things and dropped into the trough of the towering seas. That is when things began to look serious to the voyagers who were not veterans, and even some of the experienced, including Mr. Parsons, were thrown down by the rolling of the ship.

It seemed a long time to the passengers that the Mauretania was wallowing while the engineers were disconnecting the after starboard propeller shaft, but it was less than half an hour. Capt. John Pritchard knew the moment he felt the peculiar vibration that his ship had lost a propeller blade. Some folks who never had been in an accident at sea surmised that a dozen stokers were buried by the shifting of tons of coal. Two men were hurt, one by falling on the deck and the other by being hit by a bucket. They were sent to St. Vincent's Hospital after the liner docked.

There is no doubt that the Mauretania got a good shaking up, but that she had sprung a leak or that anything serious had happened to her hull was not a fact. When Vernon H. Brown, general agent of the line at this port, heard the rumor that a blade of her propeller had smashed against her stern plates, indenting and starting them, he got a diver to make an immediate examination. Later he said: "The stories of men being injured by the whole is made out of whole cloth. The diver reports to me that ten feet above and below the after starboard low pressure propeller no plates have been either indented or broken and there were no signs of injuries two feet forward of the propeller. The blade was torn off at the boss. The hull of the ship is as sound as when she was launched. If necessary she could sail immediately on her return trip to Queenstown and Liverpool."

The real reason the Mauretania could not afford to venture up in the fog and smoke of Friday morning and afternoon was because she had only two propellers in commission and could not therefore make the swift turns necessary to keep in the middle of the fairway. The rumor was just as bad yesterday morning when Capt. Pritchard and his pilot decided that they would have to come up anyhow and the pilot was inspired to requisition the steam pilot boat New York as a channel guide. Some of the passengers wondered why somebody had not thought of that before. The progress of the liner to Quarantine was slow, as she accommodated her speed to that of the pilot boat which picked her way in like an Indian scout stealing through prairie grass.

Capt. Pritchard was a bit overwrought because of his mishap and the added sorrow of losing his wife, who died in Liverpool three days before the Mauretania sailed for this port. A friend of the captain said that he had remarked when it was suggested to him that he ought to take a few weeks off that he believed that he would feel better with his mind occupied, and it was occupied on this trip.

More than fifty of the steerage passengers of the Mauretania were persons who tried to get accommodations in the first cabin, but were forced to go steerage or wait for other ships that might be just as crowded. Among these steerage passengers were William Henry Hale, Ph. D., a lawyer of Brooklyn, and Mrs. Rhoda Stevens, wife of the chief steward of the Lamport and Holt liner Voltaire. Mr. Hale was temporarily held up by Ellis Island inspectors, who supposed that because he came in the steerage he might be an alien. He protested with such vehemence that they let him alone and after the customs men had examined his baggage he went on his way. He was once superintendent of public baths in the Bronx. Mrs. Stevens had received word more than a week ago that her husband was hovering between life and death in the Long Island College Hospital in Brooklyn and she took the first steamship for New York. The immigration inspectors after learning that Mrs. Stevens's husband might die at any moment let her through, the customs men expediting her baggage. She said she had spent a nervous night down off the Hook, fearing that she would be too late to see her husband alive. He will probably recover.

John W. Gates who was among the shipful of noted folk and who gambles a little, said he believed that Hughes would lose 50,000 votes from his own party. Many Republicans whom he had met in Europe, he said, had told him that they were going to vote for Bryan chiefly because they did not believe that any President should be allowed to have his own successor. Mr. Gates did not say that he would put in a ballot for Bryan, but he did say that if he had a vote in

New York it would not be recorded for Hughes. He thought Chanler had a fine chance to win, as a lot of his fellow voyagers who usually voted the Republican ticket believed in a larger personal liberty than Mr. Hughes seemed to advocate. Mr. Gates was much interested in the result of the baseball games, being something of a fan, and he received by wireless from his son Charlie the standing of the nines. Otto H. Kahn, the banker and manager of the Metropolitan Opera House, said that a poll of the ship showed that about 70 per cent. of the voters aboard were for Taft for President and for Chanler for Governor.

Ambassador Bryce, mistakenly reported by cable as a passenger, was not on board.

BRAGANZA WEDS AMERICAN

Mrs. Samuel S. Chanoucy Said to Be Bride of Portuguese Pretender's Heir.

Special Cable Despatch to THE SUN. VIENNA, Sept. 19.—It is reported that Prince Miguel of Braganza, eldest son of the pretender to the Portuguese throne, has been privately married to a young American widow who is said to be Mrs. Samuel Sloan Chanoucy.

The couple have left Vienna for Paris, it is said.

Mrs. Samuel Sloan Chanoucy was Miss Alice Carr, daughter of J. H. Carr of Louisville, Ky. She married Samuel Sloan Chanoucy, a New York broker, living in Brooklyn, in 1893. Her family was in modest circumstances. Mr. Chanoucy was wealthy. The couple met on a summer resort. The bride was then a widow. Mr. Chanoucy's death, when she went to live in Europe. Her sister, Grace Carr, married Lord Newborough.

Rumor has had Mrs. Chanoucy betrothed at various times to various opulent men. The names of Lord Rosebery and James J. Van Alen have been coupled with hers, but the attentions which they paid her in London led to no engagement. In the close of 1905 it was rumored that she was engaged to marry Gen. Lord Kitchener of Khartoum, the Commander in Chief of the British forces in India, but the report was soon authoritatively denied by her family.

Mrs. Chanoucy has been much famed for her beauty. She has been called "the most beautiful widow in the world."

Don Miguel de Braganza will be 20 years old next Tuesday. He is the eldest son of Don Miguel, head of the eldest branch of the house, which was deposed from the throne of Portugal early in the last century. The elder Prince is spoken of as the Portuguese Pretender, since his line has never abandoned its claim to the throne.

"HOME OF JULIET" BURNED.

Old House in Verona to Which a Pious Tradition Hung Completely Destroyed.

Special Cable Despatch to THE SUN. ROME, Sept. 19.—The house shown to tourists as the ancient palace of the Capuleti at Verona which is associated with the story of Romeo and Juliet, has been completely destroyed by fire.

A fire which recently broke out in the center of the village of Santo Angelo Canale was extinguished by the use of wine, which was more plentiful than water.

Veronese guides, keeping warm the tradition of generations, have long been accustomed to point out to strangers an old house on the Via Cappello, just off the Piazza delle Erbe which is said to be the "palace of the Capuleti," or the Capuleti in the Italian. A marble tablet over the gateway bearing an inscription to the effect that this was the home of Juliet's parents has served to keep green the pious idea that it was the real scene of a portion of Shakespeare's great romance.

There is nothing about the house except its undoubted antiquity to command interest, nor is there anything to encourage even the strongest imagination to figure it as a "palace" of the olden or any other time. Baedeker's "Northern Italy" gives the briefest mention to this antiquity, and as in the case of its brief word concerning the reputed tomb of Juliet in the Franciscan monastery in the Via Francesco, the noted guide book does not indorse the current Veronese belief.

FARLEY'S A MCCARREN MAN.

They Find It Out at a Club Rally and Are Made Glad.

Philip P. Farley, who was nominated at Rochester for State Engineer and Surveyor despite the vigorous opposition of Senator McCarren, walked into the McCarren headquarters in Schermerhorn street, Brooklyn, last night while there was a big ratification meeting on James Regan, leader of the Fifth Assembly district, who had come with Farley, said something to Comptroller Metz and Metz beamed and shook Farley's hand energetically. A few minutes later Metz made a speech explaining the mystery of the reunion of Farley and his former opponents. Then everybody shook with Farley, and the threat of McCarren that Kings would knife the candidate for Engineer and Surveyor was forgotten.

It appears from the explanation made by Regan and submitted by Metz that a mistake was made. In the Rochester convention McCarren in fighting the nomination of the Kings county man had said that he didn't know him and the organization in Kings didn't know him and they didn't want him. But Regan said that Farley and his four brothers had voted the McCarren ticket at the last primary, and Farley nodded confirmation. It was explained further that McCarren didn't really have any serious objections to the nomination of Farley, but the manner of the nomination was what riled him.

Refuses to Reinstatement Suit Against Platt.

Chicago, Sept. 19.—Judge Clifford today declined to reinstate the \$3,000,000 damage suit begun by Attorney James Donovan against Senator Thomas C. Platt and submitted by Metz that a mistake was made. In the Rochester convention McCarren in fighting the nomination of the Kings county man had said that he didn't know him and the organization in Kings didn't know him and they didn't want him. But Regan said that Farley and his four brothers had voted the McCarren ticket at the last primary, and Farley nodded confirmation. It was explained further that McCarren didn't really have any serious objections to the nomination of Farley, but the manner of the nomination was what riled him.

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DEWEY'S "SPECIAL SEC." CAMPAIGN.

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WOMEN CASTAWAYS ON REEF

CHILDREN TOO ON A LONELY PACIFIC ATOLL.

The Zen a Total Loss on the Sharp-Coral Spire of Christmas Island—Power Launch Rescued to Seek Help—Mutinous Chinese—Rescue Is Near.

Special Cable Despatch to THE SUN. SYDNEY, N. S. W., Sept. 19.—Five of the crew of the British steamship Zen, which sailed from San Francisco for Sydney on July 6 and has been overdue, have arrived at Fanning Island. They report that the Zen went ashore on Christmas Island on July 18 and was a total wreck.

All the crew and passengers, among whom were the wives of several American naval officers, are safe and well. They are camped on Christmas Island and have ample food and water. A house has been built for the women. Arrangements have been made for the Maika from Vancouver to take them off next Tuesday.

All the ship's boats excepting two were smashed to pieces on the reef and it took a month to remove the cargo and prepare a boat for the voyage to Fanning Island. The Chinese members of the crew refused to work because of short rations of rice.

VICTORIA, B. C., Sept. 19.—It was on July 13, twelve days after from the Golden Gate, that the Zen was swept upon a reef off Christmas Island. Capt. Downie had set his usual course to clear Fanning and Christmas Islands and left the bridge of the Zen at 9:45 P. M.

He had been below but fifteen minutes when he was called to the bridge owing to doubts in the mind of the officer of the watch. The night was dark, but he saw ahead what seemed to be cloud banks hanging low. There was also a roar as of breakers seemingly ahead. No land was visible.

The steamer was put astern, but had scarcely begun to gather way when she struck heavily on a coral reef. Soon afterward the hull swung around and keeled over and was punctured. The holds were speedily flooded and the hull held fast on the coral.

Daylight breaking disclosed reefs with the sea breaking on them, and 700 yards away a low, sandy, barren island with scrubby coconut trees at either end. Examination showed that the vessel had been swept from her course thirty miles in the space of nine hours.

The boats were filled with material for tents and other necessities, and the eleven passengers, including four women and two children, were safely landed, but not before several of the boats had been stove in and wrecked by the jagged rocks. Two lifeboats only were left, and with these after trip after trip was made between the shore and the wreck, carrying loads of provisions, tents and lumber for shelter.

Included in the stores and cargo were onions, flour, potatoes and other provisions. There was at least sufficient food on board, including a large amount of tinned salmon and a ship's complement of canned asparagus. This also was taken in charge by a committee formed of passengers and officers, with two passengers as representatives of the eleven. The committee gave out rations once a day, apportioning the stores.

The Chinamen refused to do any work because there was only a small amount of rice and the ration given to them was small. They sulked and lay in a hut, refusing to come out or aid in getting food from the wreck. Remonstrances were useless; they lay in the hut heedless of command or entreaty. In the meantime the passengers, officers and engineers worked in the blazing sun without shade, suffering from the equatorial heat, but toiling pluckily to make a comfortable camp with the goods saved from the wreck.

The women were very plucky. They worked bravely, and with lumber taken from the wreck a house was built for them; there were doors and windows, even mosquito nets, and many other necessities taken from the ship allowed of making the place as cozy as possible under the circumstances.

There were no boots for the women secured from the wreck, but the officers arranged to supply them. Rubber boots were cut down for them. Fishing hooks were formed, and as the fish were easily caught there was an abundant daily supply, and at the joint mess table the shipwrecked company, after the first shock of the disaster was over, was quite merry while waiting rescue.

As the days passed, weeks became a month, it was determined after discussion to make an effort to reach the cable station at Fanning Island, 145 miles away. The chief engineer remembered that when the cargo was stowed there was a case of engine fittings, and he suggested that one of the lifeboats be installed with an engine.

This was decided upon, but to find the engine fittings proved difficult. Tons and tons of cargo had to be turned over before the fittings were located. A month of weary work passed before all were located, but finally the boat was fitted with an engine. The little colony gathered on the sandy beach of the atoll to watch the departure of the small craft in search of help.

The boat, with Capt. Downie, two engineers, the second officer and Chaplain Patrick U. S. N.; on board, had not cleared the lagoon when it struck one of the many reefs and was stove in. The crew escaped by wading through the surf to shore. The boat was repaired and on Tuesday another start was made. This time the reefs were cleared and the boat passed out of the lagoon and over the horizon and was lost to sight.

A good run was made to Fanning Island, a run that Capt. Downie considers would have been impossible had it not been for the engine, as the currents were running much too strong for oar or sail to compete with.

In the meantime the survivors, not knowing that the boat had reached Fanning Island safely, were left to wait in uncertainty for rescue. Help will probably reach them on Tuesday, when the Canadian

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AFTER GENERAL ELECTRIC CO.

U. S. Grand Jury Investigating Concern Under Trust Law.

BALTIMORE, Sept. 19.—The following statement was made to-day by an official in the Department of Justice whose right to speak with unqualified authority cannot be questioned:

"For some time an investigation has been in progress affecting some persons connected with the electrical material business who have been charged with forming an unlawful trust or combination. This is one of the many similar investigations now under way in the Department."

"It is understood that some witnesses have been summoned and have testified before the Federal Grand Jury for the Southern District of New York in this connection, but it is often necessary to take such steps when information cannot be obtained voluntarily."

"There is no certainty that any criminal proceedings or indeed any proceedings of any kind will result from this inquiry, and the impression at the Department of Justice is that the matter will probably turn out to be of but moderate importance. In any event nothing definite can be announced in connection with it until the preliminary inquiry has been completed, which will not in all human probability occur for some months."

"Is the present inquiry designed to lead to something more far reaching or important?" was asked.

"It was not inaugurated with that intention," was the answer. "We are sorry, though," continued this official, "that even this explanation leaked out, as it may possibly tend to embarrass the investigators in their work."

It is understood that the General Electric Company is the concern under investigation.

POLO PONY CRUELTY CASE.

S. P. C. A. Agent Tells of Blood on Animal's Side From Rider's Spurs.

BOSTON, Sept. 19.—Allan Forbes of the Dedham polo team was tried in the district court in Salem to-day on a charge of cruelty to one of his ponies during a game at the Myopia Hunt Club on September 9. The case was continued until next Tuesday, when the arguments of counsel will be heard.

Malcolm Stephenson of New York, a member of the Saratoga team, who was also accused of cruelty by agents of the anti-cruelty society, did not appear in court, as the officers were unable to serve a summons on him.

C. S. Clark, an agent of the society, testified that during the game he was standing near the clubhouse, where Mr. Forbes's ponies were stationed. He says that when the pony in question, Barlow, came in at the end of one of the periods he noticed that on the side of the pony there was blood. He said that on the saddle strap there was more blood. The blood washed out these wounds, but the hostler continued to flow. He also said that he questioned the hostler at the time regarding the blood and the cuts and that the hostler told him that the cuts were caused by spurs.

Frank G. Phillips, another agent, corroborated Clark's testimony.

The pony was brought to the court house and examined by the Judge, who found several partly healed scratches.

BEAR HUNT IN AN AUTOMOBILE.

Utica Man Has a Day's Sport and Returns With a 200 Pounder.

UTICA, Sept. 19.—Henry B. Moore of this city went bear hunting in the Adirondacks in his automobile today and late this afternoon came back home with a fine black bear weighing when dressed close to 200 pounds. Besides having a full day's sport Mr. Moore by using his motor car for the dash into the haunts of the bear and the deer escaped the vexatious delays of railroad travel and incidentally demonstrated that the limit of use to which the automobile may be put has not yet been reached.

Mr. Moore heard that bears had been seen in the vicinity of Wilmar, so he headed for that place to-day. He covered the thirty-six miles in two hours, and hadn't been in the woods half an hour when he secured two bears. One of the animals beat it up the West Canada Creek gorge, but the other fell before the aim of Mr. Moore, who shot off the power and fired without even getting out of his car.

But here a new difficulty arose. The carcass of the bear rolled down a steep embankment, and to get it back to the roadway appeared to be a puzzling proposition. Here again the use of the automobile was demonstrated. Mr. Moore reached into his tool chest and securing his towing rope attached one end to the carcass of the bear and the other to his car, and reversing the engine, dragged the animal up the steep declivity to the road. Then he bundled the bear into the automobile, turned the machine around and came back to Utica by sundown, having covered over eighty miles with a day of genuine sport thrown in.

CASSIDY NOT INDORSED.

No Mention of His Candidacy in the Temp. Kings County Democratic Convention.

ITHACA, Sept. 19.—Senator Owen Cassidy was not indorsed by the county Democratic convention this afternoon and no mention was made of his candidacy. In the last few weeks continuous efforts have been made to line up the Democrats for Cassidy against Congressman Dwight's nominee, but so far they have not borne fruit. Leaders to-day said that the Democrats would probably nominate a candidate of their own. All factions of the party in this county were united to-day. A number of Cornell professors hitherto opposed to Bryan attended as delegates. Ward White, a farmer of Croton, was named for member of Assembly and Jay Wortman, a prominent horseman of this city and a warm opponent of the racing bills, was named for Sheriff.

Both national and State tickets were indorsed. Prof. Cattell of Cornell presented a resolution calling for a renewal of the so-called Elmhurst compact, which forbids the spending of money at the polls, and the resolution was carried.

Mamma Goldman Soon to Leave U. S. Emma Goldman will speak at 208 East Broadway this afternoon and will tell of her coming visit to Australia to stir up the anarchists there. She will leave New York soon on a laundry wagon and will sail from San Francisco early in January.

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HUGHES TO GO WEST TWICE

TOLD AT CONFERENCE THAT NEW YORK IS REASONABLY SAFE.

Will First Visit Indiana, Ohio and West Virginia and Later Will Get as Far West as Kansas City—Taft to Speak in Syracuse, Rochester and Buffalo.

Gov. Hughes came to town yesterday to discuss campaign plans with Chairman Hitchcock of the Republican national committee, Chairman Woodruff of the State committee and Chairman Parsons of the county committee. The Governor in his letter to the three leaders asking them to meet him yesterday at the Hotel Astor said that he desired to have arrangements made for him to tour the State under such conditions as would not conflict with the schedules made by the national and State committees. Mr. Woodruff will not be back here until Monday, and he was represented at the conference by Lafayette B. Gleason, secretary of the State committee.

When he came here Gov. Hughes expected to be called on to campaign in this State only. Mr. Hitchcock, however, appealed to him to go further afield in the interest of the national ticket. The Governor was told that New York State was reasonably safe and that the real battleground in the Presidential fight was in the middle Western States. Mr. Hughes was told moreover that he is held in high regard by the Republicans of the West and that it would materially aid the national ticket if he would speak outside of his own State. He at once promised to give all the assistance he could to the national committee and added that he would hold himself at the disposal of Mr. Hitchcock.

It was decided that he should appear in Indiana on September 28 and in Ohio and West Virginia on the two following days. The places in which he will speak in those States will be determined upon by Mr. Hitchcock before he leaves this afternoon for Chicago.

Hurrying back to this city Gov. Hughes will speak at a mass meeting to be held in Camp Taft, 125th street and Third avenue, on October 1. It has been tentatively agreed that he shall be in Buffalo the next night, and then during the week beginning October 4 he will make a trip through the Western States which will take him as far as Kansas City. The remainder of the campaign he will devote to this State.

Gov. Hughes said yesterday that because of the care with which his itinerary in this State would have to be mapped out so as to permit him to visit as many places in the State as possible his schedule for this State would not be ready until to-day or to-morrow and that it would be given out at Albany.

Mr. Hitchcock announced yesterday that after the meeting which Mr. Taft is to address in Madison Square Garden on October 28 he would speak at Syracuse on October 29, in Rochester on October 30 and in Buffalo on October 31. It had been the plan of the national committee to have Mr. Taft to appear once on a platform in each of the States and to wind up his tour with the Madison Square Garden meeting, but this arrangement has been altered.

Congressman Arthur L. Bates of Meadville, Pa., was one of yesterday's callers at national headquarters. "We are good for 800,000 majority for the Republican national ticket in Pennsylvania," he said. "Bryan is no stronger in Pennsylvania this year than he was in 1896. He is regarded in our State as nothing more than a political soldier of fortune, willing to trim his sails for any breeze that will land him in the Presidency."

Leslie M. Shaw will begin a long stump tour by speaking at New Philadelphia, Ohio, September 28; Canton, Ohio, September 29; Torrington, Conn., October 1 and New York city October 2.

ODD CALL FOR FIREMEN.

Express Wagon Hits Lamppost and Fire Fighters Answer.

An express wagon well loaded and apparently in a hurry to catch one of the ferryboats dashed up West street at 9 o'clock last night, careened at the corner, struck a lamppost with a red lamp at the top, careened off and went on up the street lurching perilously for the ferry.

A few minutes after the passing of the express wagon there was an excited crowd of fire officials, firemen with fire apparatus and several hundred citizens about the corner of West and Cedar streets. Around the corner were Fire Chief Croker, Deputy Chief Guerin, Battalion Chief Duffy, fire engines 4, 5, 10 and 15, with their crews, and the New York and the William L. Strong, fireboats, stood off in the neighboring stream. In all the excitement no one could locate the fire.

Then some one told Battalion Chief Duffy about the express wagon. An examination of the lamppost showed that it was broken off near the ground. Fire box 31 was attached to it and was lying on the pavement. The collision with the express wagon had caused the box to "ring in."

Electricians of the Fire Department repaired the box, but the express wagon which turned in the alarm had not been found.

FOR BISHOP POTTER'S BURIAL.

Vault Being Constructed in the Cathedral Crypt—Burial October 20.

For the last ten days a gang of workmen have been engaged in building the vault in the crypt of the Cathedral of St. John the Divine where the body of the late Bishop Potter will be buried. The vault will be located between the front of the altar and the chancel rail, and will be of brick covered with white enamel. The spot where the body rests there will be a slab of white marble with a simple inscription.

The funeral services of the Bishop will be held at Grace Church at 11 o'clock on October 20 and the interment will take place in the crypt of the Cathedral at 1 o'clock of the same day. Bishop Greer and Archbishop Nelson will officiate at the services in the crypt.

Two hours quicker to Florida and Atlanta. The Atlantic coast schedule Sept. 11, 11:00 a.m. New York—Ad.

BASEBALL A CHARITY.

Also a Necessity, According to a Detroit Jury.

DETROIT, Sept. 19.—A jury in Police Justice Stein's court to-day found the Detroit baseball team not guilty of violating the law. By its verdict the jury finds, as contended by the defense, that Sunday baseball is a sport of necessity and a work of charity, and therefore does not come within the pale of the law.

The verdict means that there will be a game in Bennett Park Sunday and every Sunday hereafter during the season when the team is at home. The jury was out about thirty minutes.

BIG FIND IN OLD CLOTHES.

Bundle of Soldier Ties Contained \$100 in Gold and Two Diamond Rings.

ROANOK, Va., Sept. 19.—D. J. Blankenship, a farmer from Bedford county, purchased here to-day at the Norfolk and Western sale of unclaimed articles a package of clothing that once belonged to a soldier. He paid \$5.00 for it.

On opening the bundle he found among other things a pair of trousers with \$100 in gold and two diamond rings in the pockets. The diamonds are said to be worth a small fortune.

ODD INVITATION TO PRESIDENT.

It Is Engraved on a Gold Plate and Ornamented With Snakes and Gila Monsters.

WASHINGTON, Sept. 19.—An invitation engraved on a gold plate will be presented to President Roosevelt on his return here next week inviting him to attend the International Irrigation Congress, which is to be held at Albuquerque, N. M., September 29. Gov. Curry and H. P. Bradshaw, collector of internal revenue, will hand the invitation to Mr. Roosevelt. Besides the words of invitation there are engraved in the plate several snakes, gila monsters and other devices. Gov. Curry said to-day that he didn't know why so many snakes were used to ornament the plate.

REPEOPLING OF ITALY.

203,449 of Her People Have Returned This Year to \$1,115 Who Emigrated.

Special Cable Despatch to THE SUN.

ROME, Sept. 19.—Italian emigration to the United States is still decreasing. During the month of August only 4,262 emigrants left Italy for America, while 20,382 returned home.

The number of Italian emigrants to North and South America from January 1 to August 1 was \$1,115, while in the same period 203,449 returned to their native land. Of this number 104,445 came back from the United States.

HELD MOB AT BAY WITH RIFLES.

Sheriff's Posse Saves Man Who Had Shot Three From Lynching.

WAUKESHA, Wis., Sept. 19.—Keeping a crowd of farmers at bay with loaded rifles, the Sheriff's posse who captured John Smith, a blacksmith, charged with shooting two women and a man, managed to get him to the jail in this city to-day. All night Smith held his own in a farm house, returning shots for volleys, and did not surrender until this morning, when the windows had been riddled with bullets and his ammunition was exhausted.

When brought out by the Sheriff's posse the crowd made a determined effort to get the man and lynch him. Smith was employed by Julius Grabow at Calhoun, five miles east of here. He shot and seriously wounded Olga Grabow, 14 years old, the daughter of Julius Grabow; fatally wounded the girl's mother, Mrs. Augusta Grabow, and attempted to kill Sheriff George L. Drinnell. The shooting is said to be because of Smith brooding over unrequited love for Olga Grabow.

HONOR TO GEN. CHARLES KING.

Department Allows Him to Continue as Inspector of Wisconsin Militia.

MILWAUKEE, Sept. 19.—An unusual honor has been paid Gen. Charles King, soldier and novelist, by the War Department. Gen. King's tour of duty as Inspector-General of the Wisconsin National Guard, so detailed by the War